

NRO REVIEW COMPLETED

[REDACTED]

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26 April 1963

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MEMORANDUM FOR: Assistant Director, OSA  
Deputy Assistant Director, OSA

SUBJECT: OSA Summary of Activities for Week Ending  
24 April 1963

NRO

Early this week Dr. Scoville designated [REDACTED] as the Special Assistant (NRO)/DEN as related to his functions in the Satellite Operations Center, but NRO feels [REDACTED] title should be Deputy Director of Satellite Operations, NRO Staff. Upon departure of Colonel Herron this summer, [REDACTED] will become Director of Satellite Operations, NRO Staff.

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IDEALIST/CORONA

On 17 April Colonel Ledford approved an Activity Program for [REDACTED] to provide additional funds for the initiation of a contract with Itek Laboratories to study and analyze photographic night light patterns to confirm camera exposure settings and anticipated results before committing a CORONA stellar-index camera to a night photo mission over China. This study is being made in conjunction with OSA's proposal to begin a nighttime survey of illumination levels of China as described in last week's Summary of OSA Activities.

IDEALIST

[REDACTED]

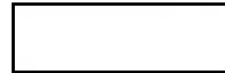
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GROUP 1  
Excluded from automatic  
downgrading and  
declassification

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2. As explained in the Summary of OSA Activities for the week ending 10 April 1963, OSA is working on an approach to increase the ground resolution of U-2 photography for the Cuban requirements. Based on comparative analysis of other alternative approaches, it was recommended that the DD/R grant approval to support the CIII Itek 24" f3.5 Panoramic Camera procurement and flight test in a U-2 aircraft. On 20 April Dr. Seoville approved this recommendation, from a CIA point of view, and forwarded the request to NRO asking that approval be granted for the initial procurement of two such cameras. NRO has asked for a price for these two cameras which Mr. Parangosky is working on at this time. In the meantime, Development Division is working with Itek to determine what can be done, and how soon, in preparing two cameras for U-2 use; Mr. Parangosky has asked Itek to consider the employment of two cameras in one vehicle thus providing us with stereo coverage; and [redacted] is researching the possibility of taking an Itek camera earmarked for CORONA and using it for the U-2 package. If this is possible, we will have to replace the CORONA camera at some later date.

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PERSONNEL

On 22 April the DDCI approved OSA's request for staff employment status for [redacted] plans to retire from the Navy in June 1963 at which time he will continue in his present position with OSA in a civilian capacity.

OXCARF

1. Headquarters has granted approval for construction of a new parallel taxiway and a second run-up pad [redacted] Planned construction of an additional well and the South ramp must be deferred in order to provide funds for the taxiway and run-up pad. Headquarters is making an additional [redacted] available for the construction.

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2. Colonel Ledford has agreed that OSA should engage in a definitized plan for the implementation of a prestrike capability, which will include the identification of necessary equipment and technical representative personnel as well as the designation of staff support personnel required by this operation. [redacted] of the Programs Staff has been given the responsibility of coordinating the planning and implementation of the prestrike program.

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4. Lockheed removed one engine from the OXCART vehicles this week due to foreign object damage. This damage occurred in engine #209 during the first engine run on aircraft #126 in spite of maximum efforts with X-ray and inspection. However, aircraft #126 was not subjected to the nacelle shaker treatment presently used in the factory. This shaker did not become available until aircraft #128 nacelles were coming down the production line. It is felt that a large improvement in nacelle cleanliness will be observed on aircraft #128 and subsequent aircraft. In the meantime, every effort is being taken to preclude further foreign object damage on aircraft #126 and #127.

5. The OXCART vehicle activity has been hampered this week by a number of main fuel control malfunctions which resulted in the inability to start one engine, inability to accelerate to idle on another engine, and inability to stabilize engine speed on still another. The suspected hydraulic pump failure investigation has shown that the start bleed pilot valve binding was the reason for the engine failing to accelerate to idle. All control system investigations required removing engines from aircraft to check controls, however, one of the engines has been returned to service.

6. A second test of the walk-around sleeping bag conducted at [redacted] this week found the subject bag unsatisfactory by two users. However a "mummy" bag found in survival kits of Century Series A/C, which is packed with fiber glass container and is extremely compact, was found to be very comfortable. It is now suggested that we sacrifice "walk-around" capability and use the latter bag for A-12 operations.

7. Regarding the manning problem at [redacted] we have requisitioned six military details who should be in place by July 1963, and [redacted] is following through on the request

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for additional manning to support new ADP activities. However, the impact of Air Force programs must be taken into account and the Air Force share of the manning must be clearly defined.

3. The engine-airframe problems which are currently critical and are holding up the overall OXCART Program consist of:

- a. Duct air flow mismatch.
- b. The spike scheduling.
- c. The fuel control inconsistency.
- d. The possible duct dimensional problems as regards area, shape and flow distortion.
- e. The duct roughness which is preventing reliable restarts and thus hindering investigation of problems "a" thru "d".

All of these problems are being rigorously attacked by both Lockheed and Pratt and Whitney.

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Chief, Programs Staff  
(Special Activities)

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